Long Range Plan Peer Exchange

Ohio Department of Transportation

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ACCESS OHIO 2004 - 2030
Statewide Transportation Plan

ODOT Mission Statement

"Our mission is to provide a world-class transportation system that links Ohio to a global economy while preserving the state's unique character and enhancing its quality of life."

ACCESS OHIO 2004-2030

Ohio's statewide transportation plan

- Long-range (26 years)
- Multi-modal
- Fact and performance measure based
- Policy and project specific recommendations
- Financially constrained (2015)

Today's Presentation

- Approach
- Public, Stakeholder, ODOT Leadership Role
- Quantitative analysis
- Macro Highway Corridors
- Multi-modal
- Integrating freight
- Trade and travel corridors

Approach

- In house staff, 2-3 years
- Statewide model; statewide conditions data (safety, sufficiency, geometrics, etc.)
- Macro Highway Corridors, Multi-modal trade and travel corridors
- Supplemental studies
  - Freight profile and Army Corps Recon. Study
  - Statewide customer survey
- Integrated 17 MPO LRPs
- Consistent with ODOT leadership vision

Collaborative Effort

ODOT, MPO, ORDC, FHWA

OARC

Ohio Association of Regional Councils

ODOT Leadership Role

- Goals consistent with public and MPOs
- Objectives, quantified to measure performance
- Business plan consistent
- Finance plan consistent
- TRAC & Jobs and Progress - High profile project commitments

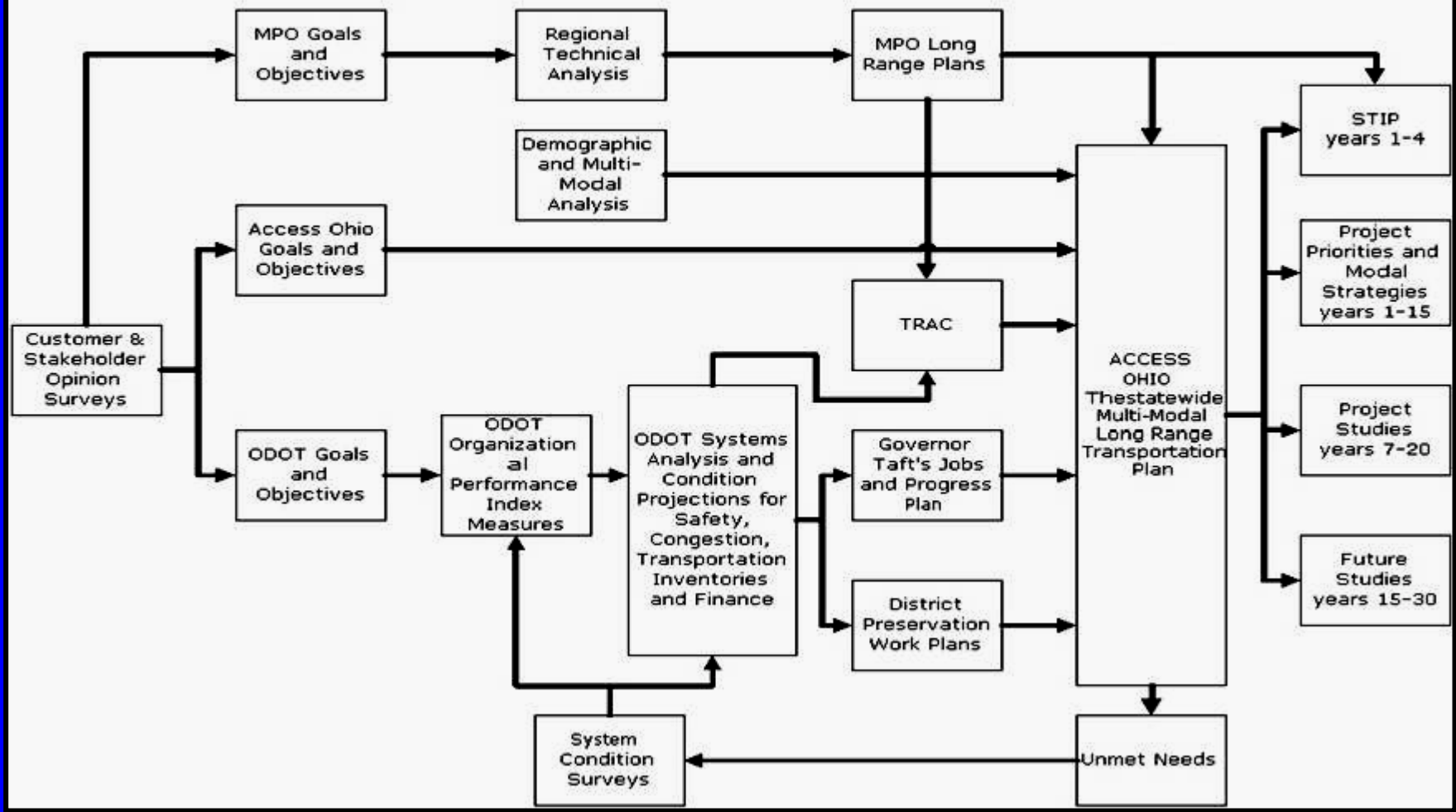
Relationship to MPO Planning

- Coordinated and consistent with MPO Regional Transportation Plans
  - Goals (Chapter 2)
  - Regional Objectives (Chapter 12)
  - Projects (Chapter 12)
- MPO involvement in development of strategy, direction, recommendations
- Complimentary – not replacement

Public Involvement

- Phase 1 - Customer & Stakeholder Surveys, Focus groups
- Phase 2 - Statewide Presentations, Open Houses
  - Received comments through August 20, 2004
  - 1-866-308-2212, mail, fax, electronically
  - Document & Meeting Schedule on the web
  - http://www.dot.state.oh.us/planning - pdf format
- Phase 3 – Revise and rollout

Figure 2.1
Planning Process Used to Develop Access Ohio 2004-2030



Open House/Presentations
Interactive Electronic Town Meeting

- Executive Summary
- Format Document & Chapters
- Summary/Highlights by Chapter
  - Choice for topics details
  - Agreement on recommendations
  - Responses tabulated immediately
- Questions

Turning Point - Interactive Keypads
Audience Profile?

12%	1.	Private Citizen
12%	2.	State Official
12%	3.	Local Government /Agency /Official
12%	4.	Transit Agency
12%	5.	Advocacy Group
12%	6.	ODOT Employee
12%	7.	Consultant
12%	8.	Other

Document Format

Foreword

Ch 1 - Introduction

Ch 2 - Goals & Measurable Objectives

Ch 3 - Demographics, Economics, Travel Patterns, Trends

Ch 4 - State-owned Roads & Bridges (Macros)

Ch 5 - Public Transit

Ch 6 - Rail Transportation

Ch 7 - Air Transportation

Ch 8- Bicycle & Pedestrian

Ch 9 - Water Ports & Inter-modal connectors

Ch 10 - System Security

Ch 11 - Financial Plan and Projections

Ch 12 - Trade and Travel Corridors

Glossary

Appendix A - Bibliography

Appendix B - MPO

Appendix C - Macro Corridors Hot Spot Analysis

Format Chapters 4 - 9 for Each Transportation Mode:

- Profile of existing & future conditions
- Financing & funding
- Legal - Ohio Revised Code; USDOT Regs
- Modal research
- Systems /sufficiency analyses by mode
  - ODOT, MPO, other research studies
- Reviewed existing ODOT policy

Format Chapters 4 - 9 for Each Transportation Mode:

- Based on this: Developed modal strategies, policy direction, recommendations
  - presented at end of Ch. 4-9
- Identified existing projects, quantitatively reconfirmed need
- Identified missed projects = hot spots w/o project
- Presented all projects by mode by regional area in Ch. 12

Introduction (Chapter 1) Transportation and the Economy

- Ohio's transportation system is the backbone of the State's economic strength.
  - $381 billion GSP
  - 6.78 million workers (2003)
- Transportation costs
  - 1% to 14% of final product price
- Comparative avg. cost to move 1 ton 1mile
  - 1890 = 18.5 Cents (in 2001 $)
  - 2003 = 2.4 Cents
- 1980 - 2002 avg. family saved $1,000/yr.
  - through freight logistic improvements & cost reductions

Goals and Objectives (Ch. 2)

Goal 1 = Safety

Goal 2 = Economic Development and QOL

Goal 3 = Efficient Reliable Traffic Flow

Goal 4 = System Preservation

Goal 5 = Resource Management

Goal 1 = Safety
Objectives for 2004-2015

- Reduce:
  - Crash frequency by 10 % (40,000)
  - Rear-end crashes by 25% (25,000)
  - Fatality rate from 1.31/100 to 1.0/100 mvmt
- Target low and med. cost, short term solutions, and high cost locations
- Continuously improve safety and design standards
- Sustain the highest standards for
  - snow and ice removal
  - work zone safety

Goal 2 = Economic Development & QOL Objectives for 2004-2015

- Complete Macro-corridor projects in J&P Plan
- Reconstruct deficient urban freeway & multi-modal facilities – remaining sensitive to communities
- Improve inter-modal connectivity to reduce congestion, improve safety and preserve the environment
- Protect the natural environment, historic, and cultural resources
- Design projects compatible with Ohio communities

Goal 3 = Efficient Reliable Traffic Flow Objectives for 2004-2015

- Maintain LOS D on urban & LOS B on rural freeway system
  - thru capacity expansion, geometric improve & low-cost operational improvements
- Reduce growth in veh. hr.delay from 12 %/yr. to 8%/yr.
- Target & improve flow @ 342 congest loc.
- Implement freeway mgnt. in 8 largest urban areas
- Work w/locals for 90 min-free-flow at incident
- Invest in Public Transit that adds capacity w/i urban corridors

Goal 4 = System Preservation Objectives for 2004-2015

- Pavements = or > 93% meet standards
- Bridges = or > 97% meet standards
- Overall level of performance meet OPI composite
- Complete reconstruction of 60% Interstate lane mi.
- Preventive maintenance on 5% all approp. lane mi.
- Continual research & improve practice

Goal 5 = Resource Management Objectives for 2004-2015

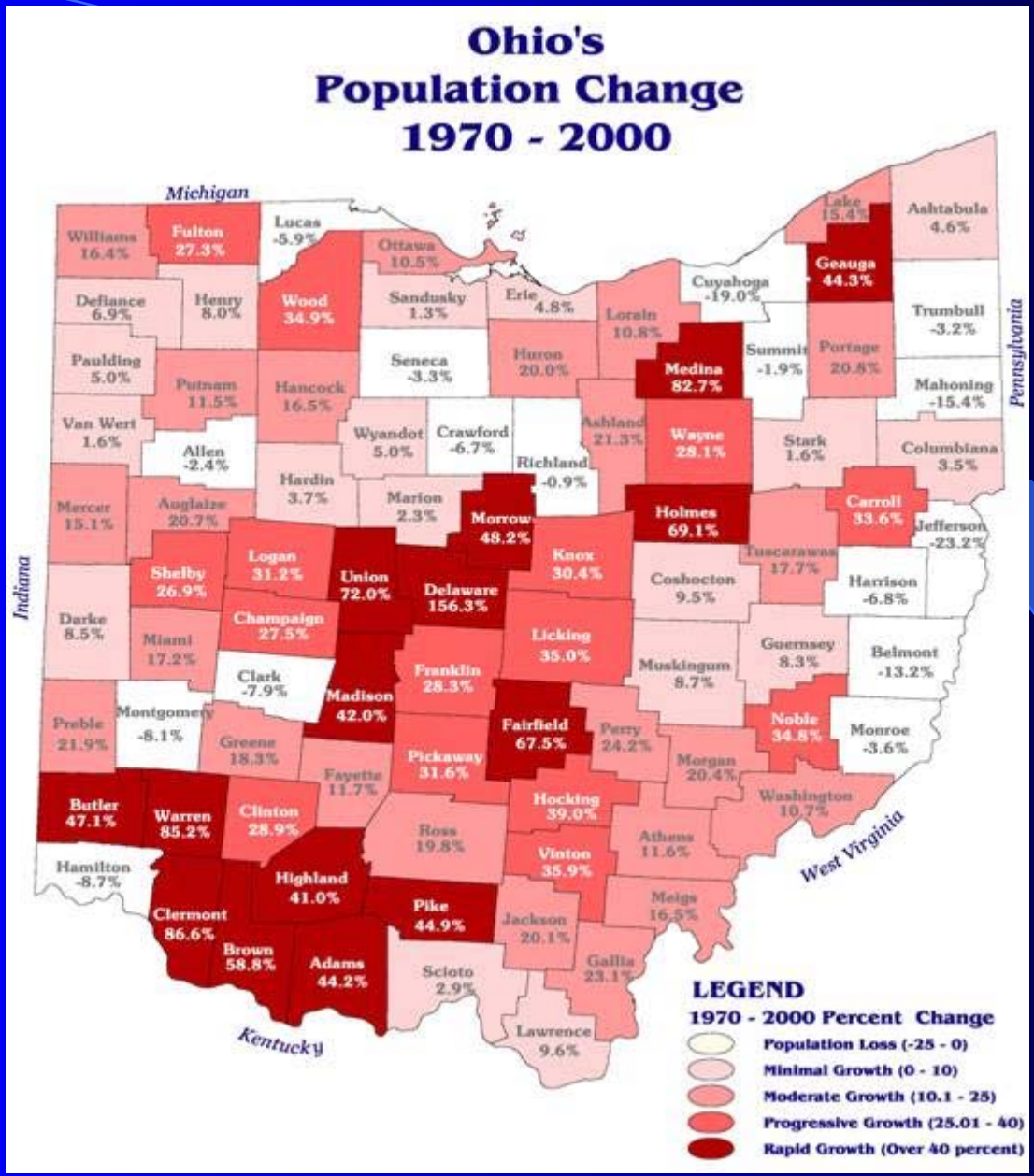
- Continually review to improve – cost accounting
- Manage construction – high quality, cost-competitive, efficient project management
- Train and equip workforce = < 6,031
- Maintain long term financial plan
- Focus on quality culture

Demographics and Travel Patterns (Chapter 3)

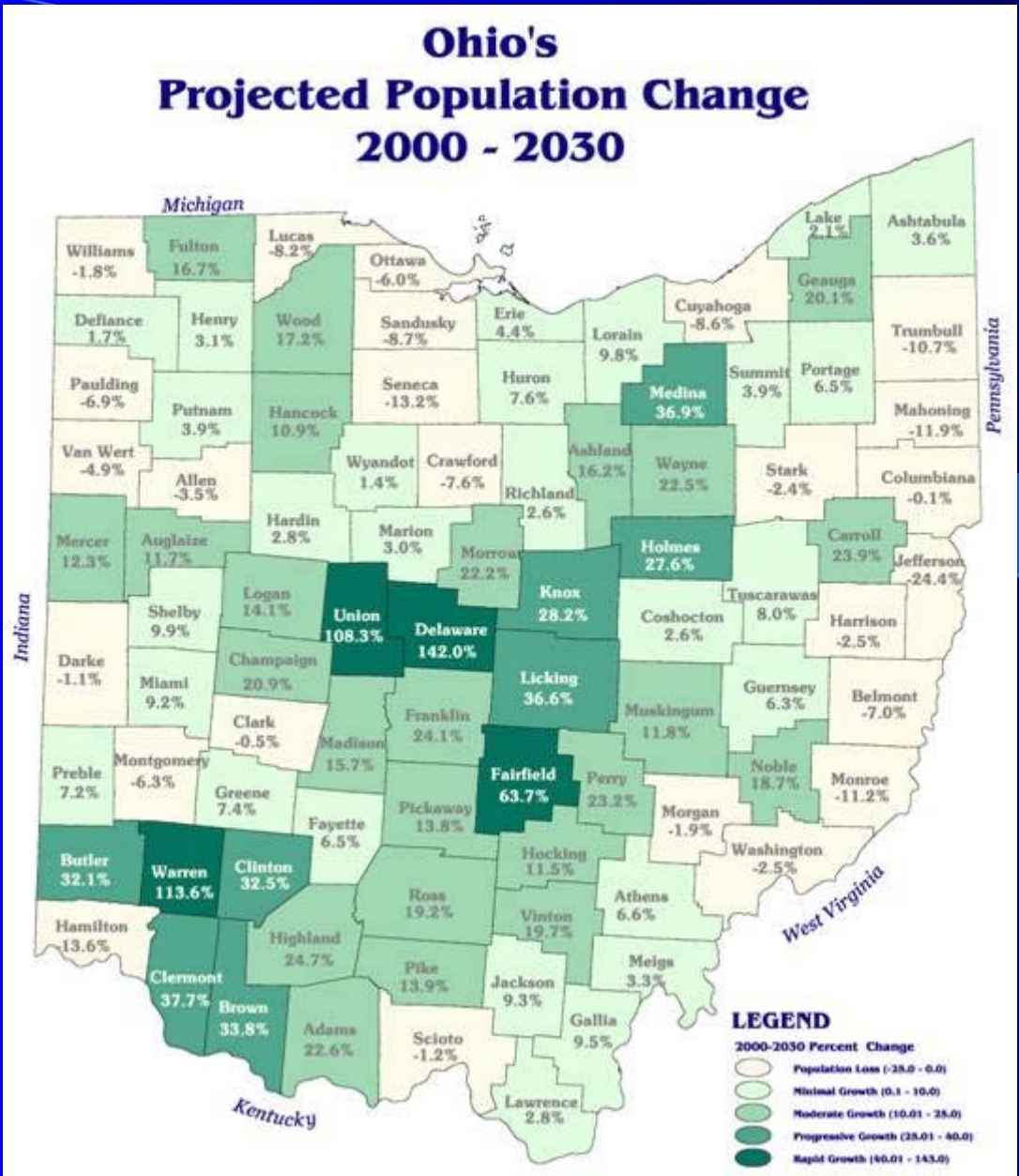
Existing Demographics

- 40,948 sq. mile; 35th in size
- 11.4 million pop.; 7th highest
- 277.3 people/sq. mile; 8th most densely populated
- $381 billion (GSP)
- 7th largest U.S.; 29th largest world economy
- 6.78 million workers
- Median household income $43,894 (19th)

Ohio's Population Change 1970 - 2000



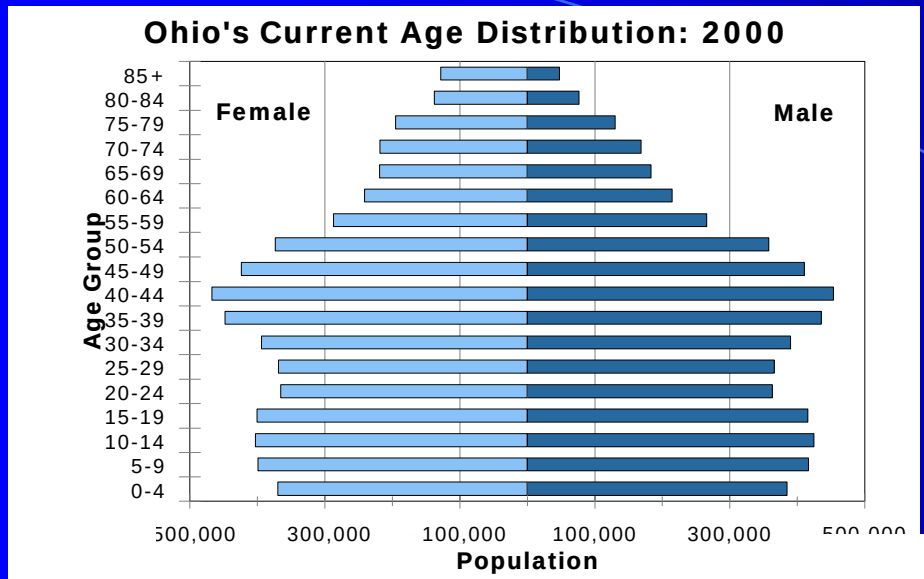
Ohio's Projected Population Change 2000 - 2030

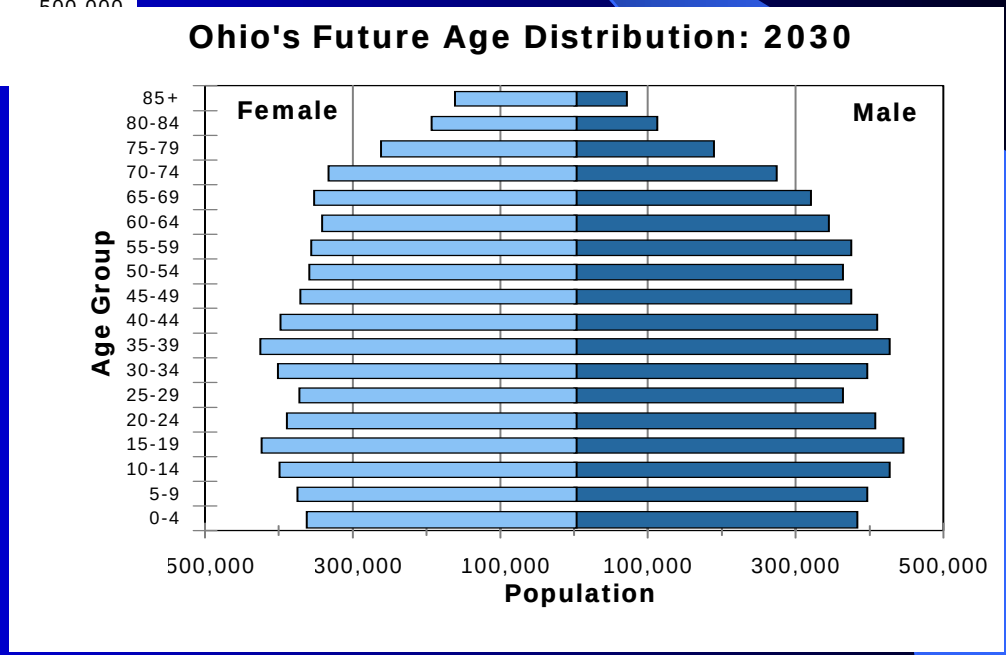


Ohio's Population Is Shifting 1970 to 2000

- Grew 6.5%
  - Compared to national rate of 38.4%
- 8th in U.S. in increase in urban land area
- Decline in urban core cities
- 17% growth in counties that "ring" urban core
  - Delaware, Warren, Clermont, Medina each grew > 80%
- Trends expected to continue

Demographics – Age Changes





Passenger Travel to Work by Mode 2000

- 83% drive car

  (+13% since 1990)
- 9% carpooled

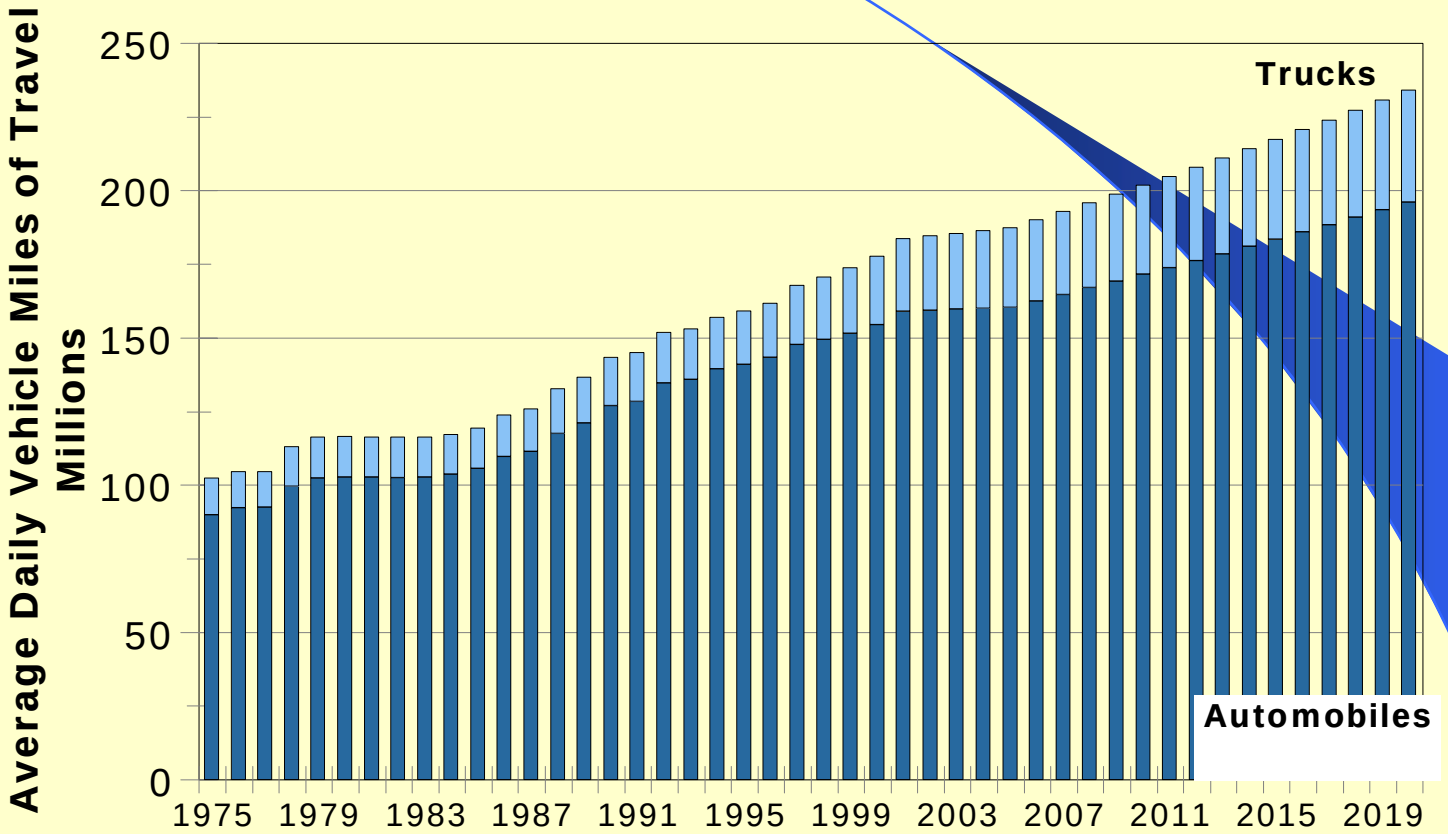
  (-5.1% since 1990)
- 2.8% work at home

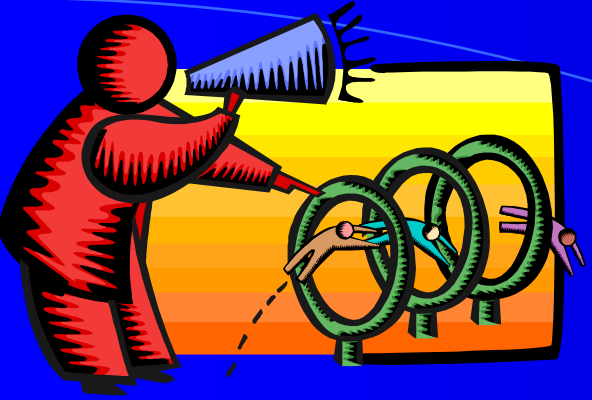
  (+ 23.2% since 1990)
- 2.6% bike/walk

  (-17.6% since 1990)
- 2.1% transit

  (-9.6% since 1990)

VMT Actual & Forecast '75-2020





Recommendations

- Work to accommodate needs of older drivers
- Continue long term commitment to Macro & Interstate Roadway System
- Support areas of pop. and econ. growth
- Acknowledge significance of Canada as Ohio's largest trading partner

Recommendations

- Work to improve freight and passenger inter-modal connections
- Support transit, ride-sharing, dial-a-ride, park-n-ride & similar services
  - when demonstrated to reduce congestion
- Continue to improve pedestrian and other connections to transit
  - when safe & economically feasible

Your Opinion on Recommendations?

1. **AGREE** with (in general)
2. **DISAGREE** with (in general)
3. ODOT should direct **LESS** funding and research to addressing the issues raised in this subject / modal area
4. ODOT should direct **MORE** funding and research to addressing the issues raised in this subject / modal area
5. I have a **specific project / recommendation** (please submit in writing)